

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

**SMALL AIRCRAFT  
ROTORCRAFT, GLIDERS, BALLOONS, AND AIRSHIPS  
BIWEEKLY 2011-03**

*February 1, 2011*



U.S. DEPARTMENT OF TRANSPORTATION  
**FEDERAL AVIATION ADMINISTRATION**  
REGULATORY SUPPORT DIVISION  
DELEGATION AND AIRWORTHINESS PROGRAMS BRANCH, AIR-140  
P.O. BOX 26460  
OKLAHOMA CITY, OK 73125-0460

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## SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

| AD No.  | Information  | Manufacturer            | Applicability   |
|---|--------------|-------------------------|---|
| Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information; |              |                         |   |
| <b>Biweekly 2011-01</b>   |              |                         |   |
| 2010-17-18 R1   | R            | Air Tractor             | AT-802 and AT-802A  |
| 2010-22-08  | COR          | Eurocopter France       | Rotorcraft: AS 350 B, BA, B1, B2, B3, and D,<br>and Model AS355 E, F, F1, F2, and N   |
| 2010-26-04  |              | Piper                   | PA-28-161   |
| 2010-26-09  |              | Sikorsky                | Rotorcraft: S-76A, B, and C   |
| 2010-26-11  |              | Kaman Aerospace         | Rotorcraft: K-1200  |
| 2011-01-52  | E            | Schweizer               | Rotorcraft: 269A, A-1, B, C, C-1, and Th-55<br>series   |
| 2011-01-53  | E            | Piaggio                 | P-180   |
|   | S 2011-01-51 |                         |   |
| <b>Biweekly 2011-02</b>   |              |                         |   |
| 2010-24-05  | COR          | Pratt & Whitney Canada  | Engine: PW305A and PW305B   |
| 2010-26-54  |              | Cessna                  | LC41-550FG, LC42-550FG  |
| 2011-01-03  |              | GROB-WERKE              | G102 ASTIR CS, G102 CLUB ASTIR III, G102 CLUB ASTIR<br>IIIb, G102 STANDARD ASTIR III  |
| 2011-01-04  |              | Embraer                 | EMB-500   |
| 2011-02-04  |              | M7 Aerospace LP         | SA26-AT, SA26-T, SA226-AT, SA226-T, SA226-T(B), SA226-<br>TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A),<br>SA227-CC, SA227-DC (C-26B), and SA227-TT |
| <b>Biweekly 2011-03</b>   |              |                         |   |
| 2011-01-53  | S 2011-01-51 | Piaggio Aero Industries | P-180   |
| 2011-02-02  | S 2008-19-06 | Socata                  | TBM 700   |
| 2011-02-08  |              | Aircraft Industries     | Glider: L 23 Super Blanik   |



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**2011-01-53 PIAGGIO AERO INDUSTRIES S.p.A:** Amendment 39-16582; Docket No. FAA-2011-0054; Directorate Identifier 2010-CE-070-AD.

**Effective Date**

(a) This AD is effective January 24, 2011 to all persons except those persons to whom it was made immediately effective by Emergency AD 2011-01-53, issued on December 20, 2010, which contains the requirements of this amendment.

**Affected ADs**

(b) This AD supersedes Emergency AD 2011-01-51, issued December 18, 2010, which was sent to owners/operators of PIAGGIO AERO INDUSTRIES S.p.A Model PIAGGIO P-180 airplanes. AD 2007-24-15, Amendment 39-15281 (72 FR 67843, December 3, 2007) is related to this subject and remains in effect.

**Applicability**

(c) This AD applies to PIAGGIO AERO INDUSTRIES S.p.A Model PIAGGIO P-180 airplanes, all serial numbers, certified in any category.

**Subject**

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 53, Fuselage.

**Unsafe Condition**

(e) This AD was prompted by reports of water accumulation in the belly of the fuselage that froze and caused the flight controls to jam. We are issuing this AD to prevent water or fluid from accumulating in the belly of the fuselage and freezing when the aircraft reaches and holds altitudes where the temperature is below the freezing point. This condition could cause the flight controls to jam, which could result in loss of control.

**Compliance**

(f) Comply with this AD within the compliance times specified.

**Inspection and Corrective Actions**

(g) Unless already done in compliance with Emergency AD 2011-01-51, before further flight, do the following actions using the instructions in Appendix 1 of this AD.

- (1) Remove the central floor panels in the cabin and inspect the fuselage belly; and
- (2) Functional test the fuselage drain holes.

## Reporting Requirement

(h) Unless already done, within 24 hours after complying with the actions required in paragraph (g) of this AD, fill out the reporting form provided in Appendix 2 of this AD and send to the FAA at the address (facsimile, e-mail) referenced in the Related Information section, paragraph (l) of this AD.

(i) For the reporting requirement in this AD, a Federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave., SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

## Provision to Return to Home Base

(j) For the actions required in paragraph (g) of this AD, you may return/position the airplane to a home base, hangar, maintenance facility, etc., provided the following are adhered to:

- (1) A water drain hole test is done immediately before the repositioning flight and the airplane passes this test. The instructions for this test are included in Appendix 3 of this AD. If the airplane does not pass this test, then the actions of paragraph (g) of this AD must be done without a repositioning flight, unless a special flight permit is granted;
- (2) This repositioning flight does not exceed a total of 5 hours time-in-service; and
- (3) Use of autopilot is prohibited.

## Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Standards Office, Small Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Standards Office, send it to the attention of the person identified in the Related Information section of this AD.

(2) Accomplishment of Piaggio Service Bulletin (ALERT) No. 80-0234, dated December 20, 2010, in its entirety provides an acceptable level of safety to the actions of this AD and thus is considered an approved AMOC for AD 2011-01-53.

(3) Before using any approved AMOC, notify your Principal Maintenance Inspector or Principal Avionics Inspector, as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

## Related Information

(l) For further information about this AD, contact Mike Kiesov, Aerospace Engineer, Small Airplane Directorate, FAA, 901 Locust, Kansas City, MO 64106; phone: (816) 329-4144; fax: (816) 329-4090; e-mail: mike.kiesov@faa.gov.

**Appendix 1 to AD 2011-01-53**  
**Functional Test of the Fuselage Drain Holes**

1. Remove the electrical power (Ref. AMM Chapter 24-00-00).
2. Remove the carpet from the aisle in the passenger compartment: The carpet is installed on the aircraft with Velcro; remove it by hand.
3. Remove the aisle floor panels 231 ALF, 231 FLF, 231 MLF, and 231 QLF (Ref. AMM Chapter 06-00-00).
4. Inspect the fuselage belly for presence of fluid or ice. Inspect the lateral bays through the lightening holes.
  - a. If fluid is found in the belly, drain it and collect. Take note of the amount of fluid removed from the belly, and in which bay the fluid was trapped.
  - b. If ice is found in the belly, thaw it, then drain and collect. Take note of the amount of fluid removed from the belly, and in which bay the ice was trapped.

**NOTE: BEFORE THAWING THE ICE, PUT A SUITABLE CONTAINER BELOW THE EXTERNAL DRAIN HOLES TO COLLECT THE FLUID.**

  - c. Evaluate the amount of fluid collected:
    - i. If water is found only in the bottom of the belly (i.e., undrainable within the keel beams), go to step 6. Step 5 does not need to be accomplished at this time.
    - ii. If water is found in excess of item above (4-c-i), do step 5.
5. Add 6.3 mm draining holes as per attached figure 1 (additional drain holes on keel beam webs) connecting the lateral bays to the center ones or, as alternative, apply Piaggio Aero Industries Service Bulletin 80-0291. Then proceed with step 6.
6. Inspect the fuselage belly for presence of dirt/debris. Take note of dirt/debris found and of its location (which bay).
7. Inspect the fuselage belly for signs of previous fluid pooling (waterlines or similar). Take note of any sign found.
8. Inspect the six (6) flapper valves (two near FR 20, FR 32, and FR 36) to verify if they are clogged, stuck to the fuselage skin, or laying against the skin for their entire length.
  - a. Clean any clogged flapper valve. Take note of any clogged flapper valve and its position.
  - b. Carefully free any stuck flapper valve. Take note of any stuck flapper valve and its position.
  - c. If—after cleaning and repositioning—the rubber flap is still laying against the skin for its entire length, cut off the rubber flap. Replace it at the next A check.
9. Inspect the six (6) external drain holes:
  - a. Verify if they are clogged. If any drain hole is clogged, clean it.
  - b. Check for proper dimension (3.2 mm). Rework to nominal dimension any external drain hole that is found undersized. Protect the reworked drain hole by means of Alodyne. Take note of any drain hole found clogged and/or reworked, and its position.

Appendix 1 to AD 2011-01-53 (Continued)  
Functional Test of the Fuselage Drain Holes

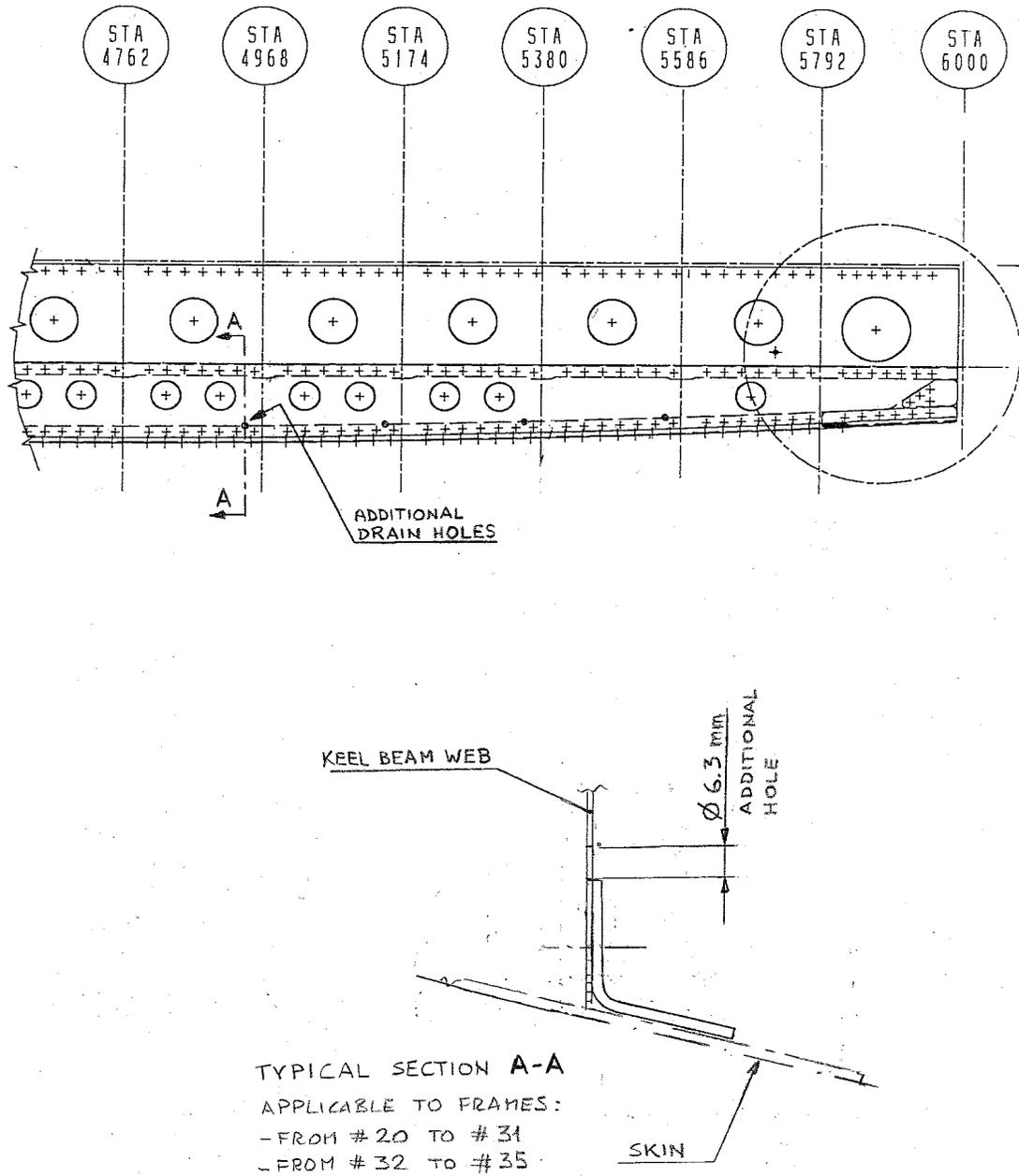
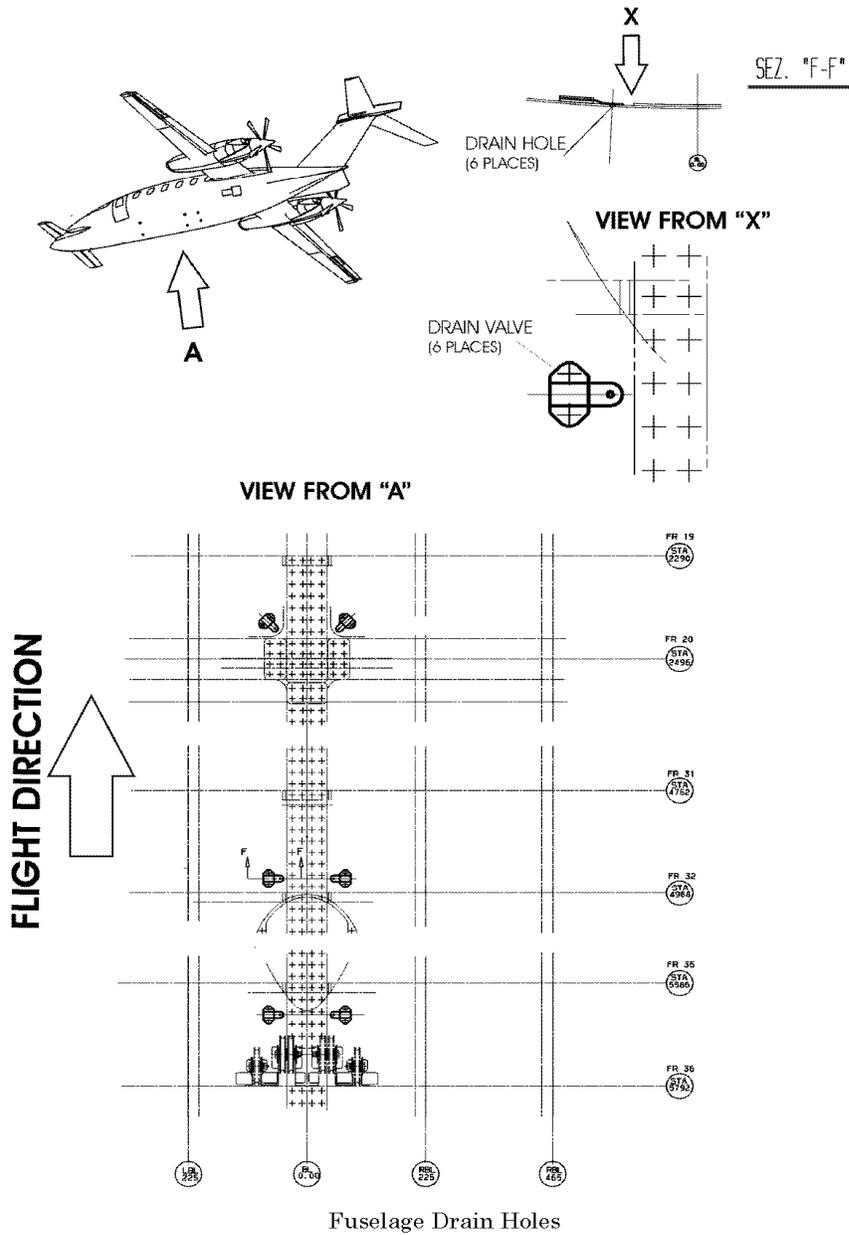


Figure 1. Additional drain holes on keel beam webs

**Appendix 1 to AD 2011-01-53 (Continued)**  
**Functional Test of the Fuselage Drain Holes**

10. Clean the fuselage belly, removing debris. A vacuum cleaner may be used.
  11. If possible, identify clues of potential source of fluid, such as wet carpets, blue lavatory water, etc.
  12. Test the valves and drain holes as described:
    - a. Place an adequate amount of water in each bay between FR 19 and FR 36 (See figure 2) to verify that the water is conveyed in the central bays and that it is drained. Use at least 1/2 gallon (approximately 2 liters).
- NOTE: TAKE CARE NOT TO COME IN CONTACT WITH ELECTRICAL CONNECTORS WHILE POURING WATER.**
- b. A steady stream of water should be observed coming from the external drain holes. If not, the flapper valve does not drain properly. Cut off the rubber flap and replace the flapper valve at next A check. Take note of any cut rubber flap and its position.
  13. Dry the fuselage belly.
  14. Install the aisle floor panels 231ALF, 231 FLF, 231 MLF, and 231 QLF (Ref. AMM Chapter 06-00-00).
  15. Re-install the carpet:
    - a. Make sure that the floor is clean and free of objects.
    - b. Make sure that the Velcro is well fixed and cleaned.
    - c. Put the carpet in position on the floor and fix it with the Velcro.
  16. Collect information on total time flown in the last 6 months. Specify if the aircraft was exposed to heavy rain conditions while parked or during flights.
  17. Make an appropriate entry in the airplane logbook to show compliance with this emergency AD.

**Appendix 1 to AD 2011-01-53 (Continued)  
Functional Test of the Fuselage Drain Holes**



**Figure 2. Fuselage Drain Holes**

### Appendix 2 to AD 2011-01-53 Reporting Form

|   |   |                   |
|---|---|-------------------|
| A/C S/N:  | A/C Flight Hours:   | A/C Registration: |
| Step 4a – water collected in the belly<br>[YES] [NO]  | If YES, specify amount and location:  |                   |
| Step 4b – ice collected in the belly<br>[YES] [NO]  | If YES, specify amount and location:  |                   |
| Step 5 – added drain holes<br>[YES] [NO]  | If YES, specify work performed:   |                   |
| Step 6 – debris / dirt in the belly<br>[YES] [NO]   | If YES, specify amount and location:  |                   |
| Step 7 – signs of previous fluid pooling<br>[YES] [NO]  | If YES, specify amount and location:  |                   |
| Step 8 – flapper valves inspection  | Specify, if any, which flapper valve was found clogged or stuck and, if any, which rubber flap was cut off.     |                   |
| Step 9 – drain holes inspection   | Specify, if any, which drain hole was found clogged.<br>Specify, if any, which drain hole was found undersized. |                   |
| Step 11 – clues of potential source of fluid.   |   |                   |
| Step 12 – drain test  | Specify, if any, which flapper valve does not have a steady stream of water.                                    |                   |
| Step 16 – Total time flown in the last 6 months. Specify if the aircraft was exposed to heavy rain conditions while parked or during flights.   |   |                   |
| Date:   | Accomplished by:  |                   |
| Signature   |   |                   |
| <b>Send report to:</b><br>Mike Kiesov, Aerospace Engineer, Small Airplane Directorate, FAA, 901 Locust, Kansas City, MO 64106; phone: (816) 329-4144; fax: (816) 329-4090; e-mail: mike.kiesov@faa.gov. |   |                   |

**Appendix 3 to AD 2011-01-53 Water Drain Hole Test**

1. Put a container under the fuselage external drain holes.
2. Insert a plastic or wooden stick (or similar tool), minimum length 3 inches (7.5 cm), diameter 0.1 inch (2.5 mm) in each of the 6 fuselage external drain holes.
3. Verify the stick may enter freely in the drain hole.
4. If the stick does not enter freely, repositioning flight is not allowed.
5. If more than 1 cup (250 ml) of water is drained from 2 drain holes at each station while inserting the stick, repositioning flight is not allowed.

Issued in Kansas City, Missouri, on January 13, 2011.

Earl Lawrence,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2011-02-02 SOCATA:** Amendment 39-16575; Docket No. FAA-2010-0948; Directorate Identifier 2010-CE-041-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective March 1, 2011.

**Affected ADs**

- (b) This AD supersedes AD 2008-19-06, Amendment 39-15673.

**Applicability**

- (c) This AD applies to SOCATA TBM 700 airplanes, serial numbers (S/Ns) 434 through 509, 511 through 516, 519, 520, and 522 through 525, certificated in any category.

**Subject**

- (d) Air Transport Association of America (ATA) Code 21: Air Conditioning.

**Reason**

- (e) The mandatory continuing airworthiness information (MCAI) states:

Following the rupture of an alternator and vapour cycle cooling system pulley drive assembly, the AD 2008-0067-E was published to require the replacement of the pulley drive assembly by a new one of an improved design.

Later on, cases of rupture of the alternator and vapour cycle cooling system compressor drive shaft and of cracks on the standby-alternator and compressor support were reportedly found.

Such failures could lead to the loss of the alternator and of the vapour cycle cooling systems, and could also cause mechanical damage inside the power plant compartment.

To address this condition, the AD 2008-0129-E superseded AD 2008-0067-E and mandates the removal, as a temporary measure, of the compressor drive belt and of the torque limiter, the conditional replacement of the pulley drive shear shaft, and repetitive inspections for cracks of the pulley drive assembly and of the alternator/compressor support.

Revision 1 of the AD 2008-0129-E introduced an alternative temporary solution with the aim to restore the capability to make use of the air conditioning system. This solution consists in replacing the original pulley drive assembly by a time-limited

assembly of a new design, corresponding to the SOCATA modification MOD 70-0240-21.

A definitive solution has been released to production aeroplanes by implementation of SOCATA modification MOD 70-0243-21 or Service Bulletin (SB) 70-176-21 for in-service aeroplanes.

This AD which supersedes EASA AD 2008-0129R1-E retaining its requirements, limits the AD applicability and requires accomplishment of the terminating action.

## **Actions and Compliance**

(f) For airplanes S/Ns 434 through 459 only, unless already done, before further flight as of September 18, 2008 (the effective date of AD 2008-19-06), do the following actions following EADS SOCATA Mandatory TBM Aircraft Alert Service Bulletin SB 70-161, amendment 2, dated July 2008:

(1) Remove the pulley drive assembly, the torque limiter, the compressor drive belt, and the alternator/compressor support.

(2) Inspect for cracks the pulley drive surfaces and the alternator/compressor support welds.

(i) If any crack is detected, before further flight, replace the pulley drive assembly following the accomplishment instructions in SOCATA Mandatory TBM Aircraft Service Bulletin SB 70-176, amendment 1, dated February 2010.

(ii) Replacement of the assembly incorporates replacement of the pulley drive shear shaft required by paragraph (f)(3) of this AD for airplanes with 30 hours time-in-service (TIS) or more with the torque limiter installed on the pulley drive shear shaft.

(3) Replace any pulley drive shear shaft that has accumulated 30 hours TIS or more with the torque limiter installed. This action is not required if you replaced the whole assembly per paragraph (f)(2)(i) of this AD.

(4) Re-install the pulley drive assembly and the alternator/compressor support, without re-installing the compressor drive belt or the torque limiter.

(5) Insert EADS SOCATA Mandatory TBM Aircraft Alert Service Bulletin SB 70-161, amendment 2, dated July 2008, in the limitations section of the pilot's operating handbook and install on the instrument panel and in the pilot's primary field of vision a placard with the following text:

"AIR COND" INOPERATIVE RECOMMENDED "AIR COND" SWITCH POSITION: "MANUAL"

(g) For all S/N airplanes;

(1) Within 100 hours TIS after September 18, 2008 (the effective date of AD 2008-19-06), and repetitively thereafter at intervals not to exceed 100 hours TIS, inspect for cracks on the pulley drive surfaces and the alternator/compressor support welds, following EADS SOCATA Mandatory TBM Aircraft Alert Service Bulletin SB 70-161, amendment 2, dated July 2008.

(i) For airplanes S/Ns 434 through 459, the inspection required in paragraph (f)(2) of this AD is considered the initial inspection required in paragraph (g)(1) of this AD.

(ii) For accomplishment of the repetitive inspections required by paragraph (g)(1) of this AD, paragraph C.2 of the accomplishment instructions of EADS SOCATA Mandatory TBM Aircraft Alert Service Bulletin SB 70-161, amendment 2, dated July 2008, does not apply since the torque limiter has already been removed.

(2) If cracks are found during any of the inspections required in paragraph (g)(1) of this AD, before further flight, replace the assembly following SOCATA Mandatory TBM Aircraft Service Bulletin SB 70-176, amendment 1, dated February 2010.

(h) At the next annual inspection or within 5 months after March 1, 2011 (the effective date of this AD), whichever occurs first, replace the alternator/compressor support and pulley drive assemblies with P/N T700G215500700100 (alternator/compressor support) and P/N T700G215513500000 (Pulley drive assembly), following the accomplishment instructions of SOCATA Mandatory TBM Aircraft Service Bulletin SB 70-176, amendment 1, dated February, 2010.

(1) After March 1, 2011 (the effective date of this AD), do not install alternator/compressor support P/N T700G215500700000 and a pulley drive assembly P/N T700G215510000000.

(2) Accomplishment of corrective actions as required by paragraph (f)(2)(i), paragraph (g)(2), or paragraph (h) of this AD terminates the actions required in paragraphs (f) and (g) of this AD.

Note 1: SOCATA SB 70-161, amendment 4, dated October 2009, has been published by SOCATA in order to close the range of airplane S/Ns concerned by temporary actions.

### **FAA AD Differences**

Note 2: This AD differs from the MCAI and/or service information as follows: No differences.

### **Other FAA AD Provisions**

(i) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et. seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

### **Special Flight Permit**

(j) We are allowing permission to ferry an airplane to a maintenance location to accomplish actions required by paragraph (1) of this AD provided that the air conditioning is switched off during the entire flight duration.

### **Related Information**

(k) Refer to MCAI EASA AD No.: 2010-0130, dated June 29, 2010; EADS SOCATA Mandatory TBM Aircraft Alert Service Bulletin SB 70-161, amendment 2, dated July 2008; and SOCATA Mandatory TBM Aircraft Service Bulletin SB 70-176, amendment 1, dated February, 2010, for related information.

## Material Incorporated by Reference

(h) You must use SOCATA Mandatory TBM Aircraft Service Bulletin Service Bulletin SB 70-176, amendment 1, dated February, 2010, and EADS SOCATA Mandatory TBM Aircraft Alert Service Bulletin SB 70-161, amendment 2, dated July 2008, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of SOCATA Mandatory TBM Aircraft Service Bulletin SB 70-176, amendment 1, dated February, 2010 under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On October 8, 2008 (73 FR 54067, September 18, 2008), the Director of the Federal Register previously approved the incorporation by reference of EADS SOCATA Mandatory TBM Aircraft Alert Service Bulletin SB 70-161, amendment 2, dated July 2008.

(3) For service information identified in this AD, contact SOCATA–Direction des Services, 65921 Tarbes Cedex 9, France; telephone: +33 (0)5 62 41 73 00; fax: +33 (0)5 62 41 7-54; or in the United States contact SOCATA North America, Inc., North Perry Airport, 7501 South Airport Road, Pembroke Pines, Florida 33023; telephone: (954) 893-1400; fax: (954) 964-4141.

(4) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148.

(5) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:  
[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

(3) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148.

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:  
[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on January 4, 2011.

Earl Lawrence,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2011-02-08 Aircraft Industries a.s.:** Amendment 39-16581; Docket No. FAA-2011-0053; Directorate Identifier 2010-CE-073-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective February 14, 2011.

**Affected ADs**

- (b) None

**Applicability**

(c) This AD applies to Aircraft Industries a.s. Model L 23 Super Blanik sailplanes, all serial numbers, certificated in any category.

**Subject**

- (d) Air Transport Association of America (ATA) Code 55: Stabilizers.

**Reason**

- (e) The mandatory continuing airworthiness information (MCAI) states:

Cracks were reported on the rear horizontal stabilizer bracket of two L 23 SUPER-BLANIK sailplanes.

This condition, if not corrected, could result in no longer retaining the horizontal stabilizer in place and consequent loss of control of the aeroplane.

For the reasons described above, this AD requires immediate inspection of the bracket located at the top of the fin (drawing No. A 730 420 N) and its replacement depending on findings. As a result of the on-going investigation further mandatory terminating action and/or repetitive inspection is likely to follow.

**Actions and Compliance**

- (f) Unless already done, do the following actions:

(1) Before further flight after the effective date of this AD, inspect the rear horizontal stabilizer bracket critical areas (hinge welding areas) for cracks following LET Aircraft Industries Mandatory Bulletin No.: L23/053a, dated December 14, 2010.

(2) If during the inspection required in paragraph (f)(1) of this AD a crack is found, before further flight, replace the bracket following LET Aircraft Industries Information Bulletin No.: L23/054b, dated December 20, 2010.

(3) Within 10 days after the replacement required in paragraph (f)(2) of this AD, do the following actions:

(i) Send the damaged bracket to the address listed in paragraph (i)(2) of this AD.

(ii) Send a report to the address listed in paragraph (i)(2) of this AD containing the following information: Registration mark, serial number, total hours time-in-service, and number of take-offs (if available) since the sailplane has been in operation.

### **FAA AD Differences**

Note: This AD differs from the MCAI and/or service information as follows: No differences.

### **Other FAA AD Provisions**

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

### **Related Information**

(h) Refer to European Aviation Safety Agency (EASA) AD No.: 2010-0274-E, dated December 22, 2010; LET Aircraft Industries Mandatory Bulletin No.: L23/053a, dated December 14, 2010; and LET Aircraft Industries Information Bulletin No.: L23/054b, dated December 20, 2010; for related information.

### **Material Incorporated by Reference**

(i) You must use LET Aircraft Industries Mandatory Bulletin No.: L23/053a, dated December 14, 2010; and LET Aircraft Industries Information Bulletin No.: L23/054b, dated December 20, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Aircraft Industries, a.s.-Na zahonech 1177, 686 04 Kunovice, Czech Republic; telephone: +420 572 817 660; fax: +420 572 816 112; e-mail: ots@let.cz; Internet: <http://www.let.cz/>.

(3) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148.

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

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Earl Lawrence,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.